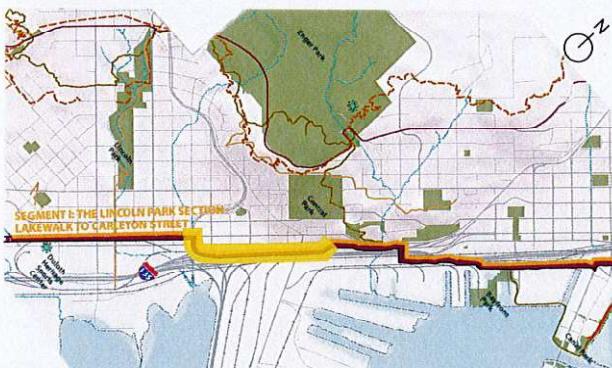


PROJECT OVERVIEW



Background

- The Cross City Trail is a paved, off-street shared use path that will eventually connect from the Lakewalk to the Willard Munger State Trail.
- The trail provides a connection for a wide mix of users—bicycle commuters, people walking, weekend bicyclists, long-haul bicycle tourists on US Bike Route 41, mountain bikers on the Duluth Traverse, and hikers on the Superior Hiking Trail—to commercial and civic resources throughout the Lincoln Park Craft District.
- Future segments will link West Duluth to downtown.
- 4 miles of the planned 9-mile length of the trail have been completed.
- 1 mile of the completed section is built adjacent to I-35 and beneath Hwy 53. This segment of the trail will soon close due to freeway construction.



The longest completed segment of the Cross City Trail extends south from the Lakewalk to the Duluth Heritage Sports Complex. The trail segment highlighted in yellow will close next spring to make way for reconstruction of Twin Ports Interchange. Map excerpted from the Cross City Trail Mini-Master Plan (2017).



The Cross City Trail helps people walking and biking safely and comfortably navigate to and through Lincoln Park. Photo Credit: City of Duluth

Why a Trail Detour?

- The Minnesota Department of Transportation (MnDOT) has redesigned and will rebuild the **Twin Ports Interchange**, where I-35, I-535, and Hwy 53 converge.
- Starting next spring, Lower Michigan St and the adjacent segment of the Cross City Trail will close.
- Bypass lanes for I-35 will be installed on the land where Lower Michigan St and the Cross City Trail currently lie.
- The City of Duluth Cross City Trail Relocation Project aims to develop a temporary replacement trail that can be rapidly installed on a parallel street to minimize the disruption created by the closure of the Cross City Trail along Lower Michigan St.

Which Segment of the Cross City Trail Will Close?



The existing Cross City Trail will be removed from 22nd Ave to east of Garfield Ave (segment highlighted in yellow) to make way for bridge construction and temporary bypass lanes (shown in black). Basemap excerpted from a MnDOT traffic staging exhibit. For the most up-to-date info on highway construction closures, please visit www.dot.state.mn.us/d1/projects/twin-ports-interchange

Where Will the Trail Detour Be Routed?



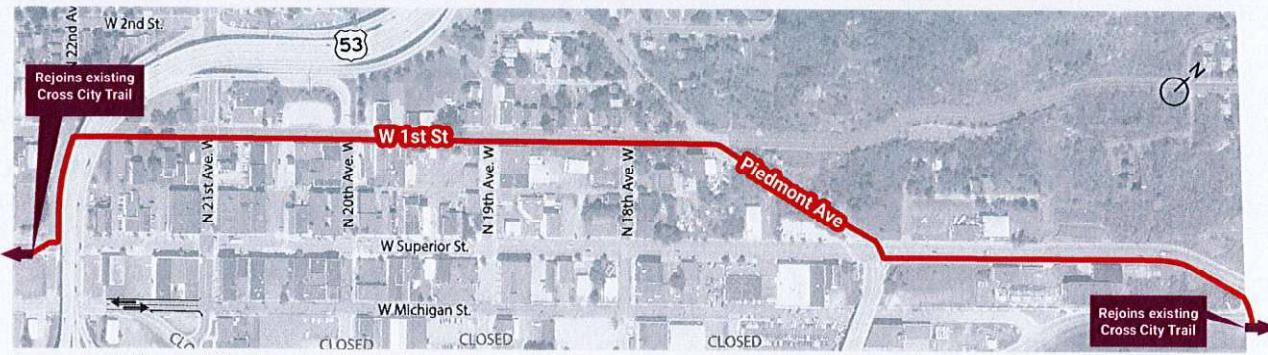
Three possible routes for the temporary relocation of the Cross City Trail are being considered: West 1st St (red), West Superior St (blue), and West Michigan St (green). Basemap excerpted from a MnDOT traffic staging exhibit. For the most up-to-date info on highway construction closures, please visit www.dot.state.mn.us/d1/projects/twin-ports-interchange



TOOLE
DESIGN

City of Duluth Cross City Trail Relocation Project

1ST STREET ALTERNATIVE

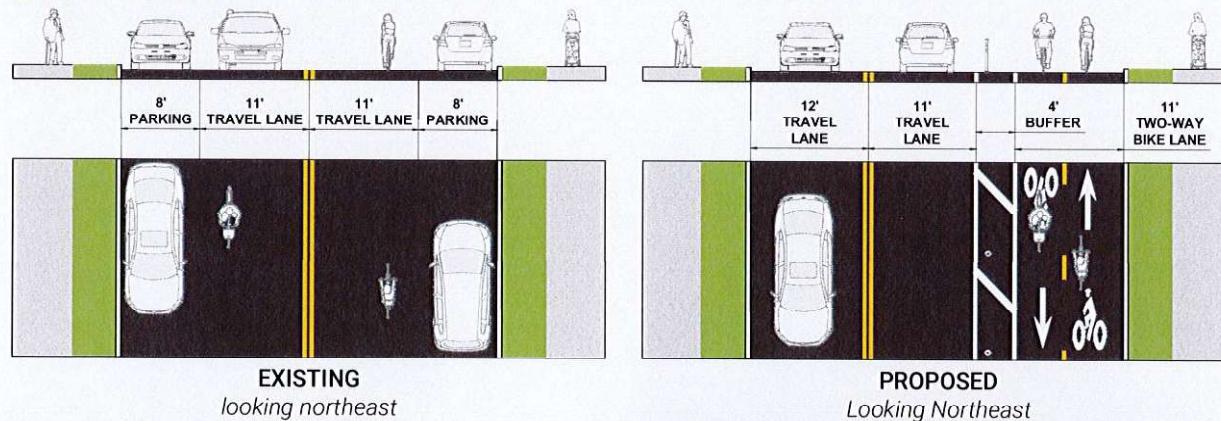


Basemap excerpted from a MnDOT traffic staging exhibit. For the most up-to-date info on highway construction closures, please visit www.dot.state.mn.us/d1/projects/twin-ports-interchange

Description

- Approaching from the southwest, this route turns northwest onto 22nd Ave. Travel lanes on 22nd Ave would be narrowed from 16 ft to 11 ft to make space for a two-way bike lane.
- Route would include a two-way bike lane on the southeast side of 1st St. Both parking lanes would be removed.
- Route turns east onto Piedmont Ave, where the parking lane would be removed to make space for a two-way bike lane.
- Route follows Superior St from east tie-in to Piedmont Ave. One travel lane would be removed to make way for two-way bike lane.
- People walking on the Cross City Trail would use the existing sidewalk or share bike lane anywhere sidewalk is absent or deficient.
- Route has 1 signalized intersection crossing, 1 uncontrolled intersection crossing, 7 stop-controlled intersection crossings, and 10 driveway crossings.
- Entire route is signed as a truck route.
- Route length is 6% longer than the existing Cross City Trail segment.

Typical Section



Advantages

- Brings route closer to residential areas of Lincoln Park.
- Few existing stop signs would impede bicycle travel.
- Route crosses fewer driveways than the Superior St or Michigan St options.
- Reconfiguration would visually narrow roadway compared to times when existing parking lanes are partially or completely unoccupied.

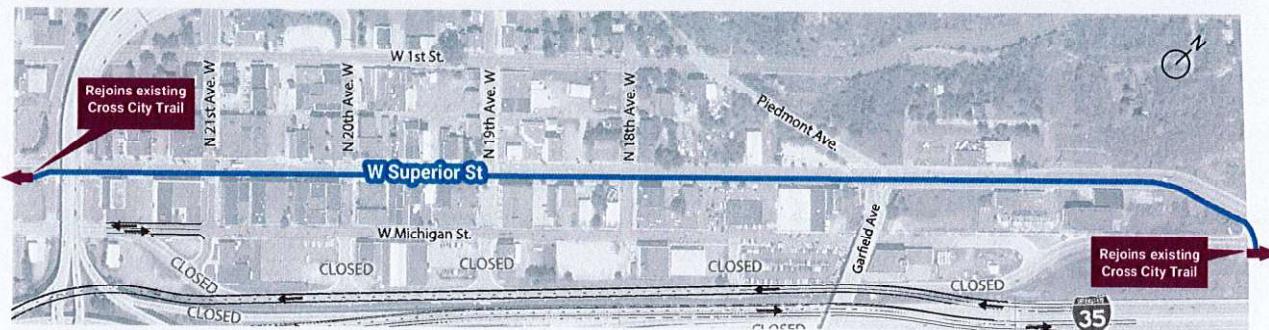
Disadvantages

- The middle of the route is at the top of a long, steep hill.
- All on-street parking would be removed from 1st St between 22nd Ave and Piedmont Ave and Piedmont Ave between 1st St and Superior St, about 120 parking spaces in total.
- 1st St functions as more of a through street for cars and trucks than Superior St or Michigan St, with direct access to and from Highway 53.
- Route is farthest from the existing trail alignment along Lower Michigan St.



Looking northeast along the 1800 block of 1st St. Image Source: Google Street View

SUPERIOR STREET ALTERNATIVE

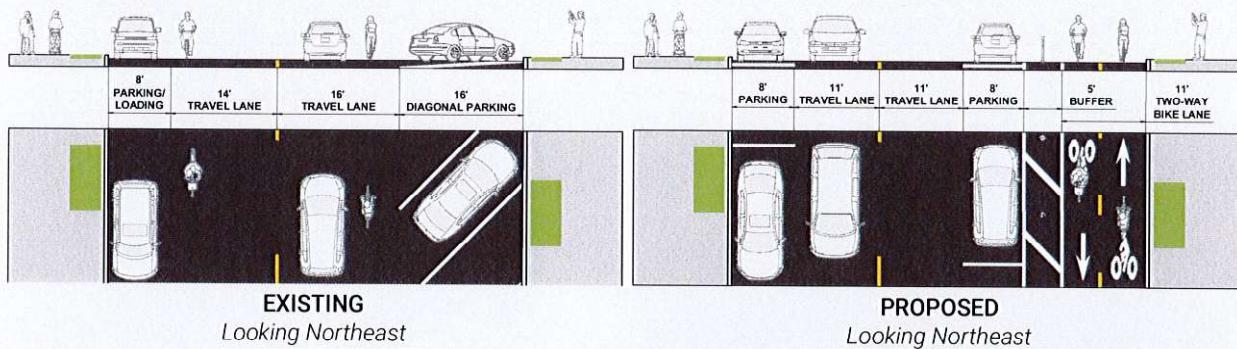


Basemap excerpted from a MnDOT traffic staging exhibit. For the most up-to-date info on highway construction closures, please visit www.dot.state.mn.us/d1/projects/twin-ports-interchange

Description

- Route follows Superior St between the existing Cross City Trail connections to the southwest and northeast.
- On-street parking reconfigured to create space for a two-way bike lane between southwest tie-in and 19th Ave.
- Two travel lanes removed to make space for a two-way bike lane between 19th Ave and Garfield Ave.
- One travel lane removed to make space for a two-way bike lane between Garfield Ave and northeast tie-in.
- Two-way bike lane would ramp up and down to traverse existing curb extensions/bump outs.
- People walking would use existing sidewalk or share bike lane anywhere sidewalk is absent or deficient.
- Route has 1 signalized intersection crossing, 1 uncontrolled intersection crossing, 4 stop-controlled intersection crossings, and 14 driveway crossings.
- Two thirds of the route is signed as a truck route.
- Route length is 4% shorter than the existing Cross City Trail segment.

Typical Section



Advantages

- Provides direct access to businesses and destinations on Superior St.
- On-street parking would be reconfigured, but mostly retained, between 22nd Ave and 19th Ave. The resulting number of parking spaces is expected to roughly match the existing number of spaces. The expected change in number of spaces ranges from about a 4 space decrease to a 1 space increase, depending on loading zone needs.
- Wide sidewalks and pedestrian-oriented storefronts create an inviting environment for people walking, running, or rolling along the Cross City Trail.
- Reconfiguration would physically narrow the travel lanes and visually narrow the roadway, encouraging slow speeds and indicating a pedestrian-oriented downtown environment.
- Most direct route—may appeal to pedestrians and through travelers.
- Flat grade.



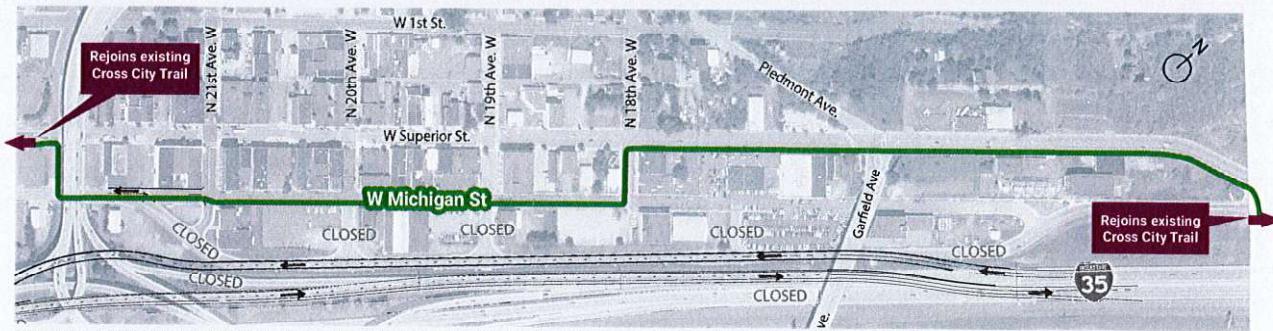
Looking northeast along the 2000 block of Superior St. Image Source: Toole Design

Disadvantages

- Some bus stops would need to be relocated to curb extensions to create boarding platforms between the bike lane and the street.
- Buses may stop in the travel lane while passengers get on or off. This can help buses stay on schedule, but any drivers behind the bus would need to wait.
- Parking reconfiguration may require relocation of some meter posts.

- Some of the reconfigured parking stalls would be between the travel lanes and the bike lane. This may confuse some drivers.
- Bike lane would either face frequent stop signs or require traffic control changes.

MICHIGAN STREET ALTERNATIVE

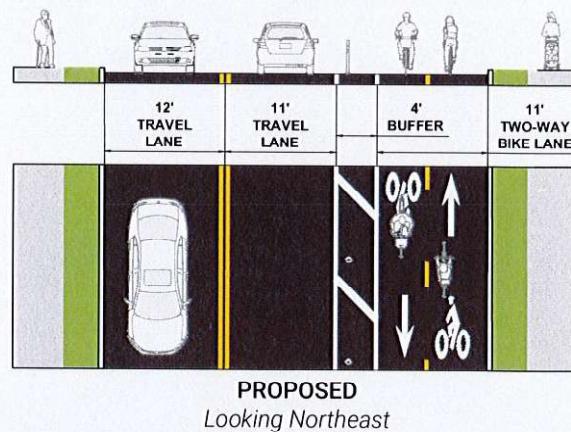
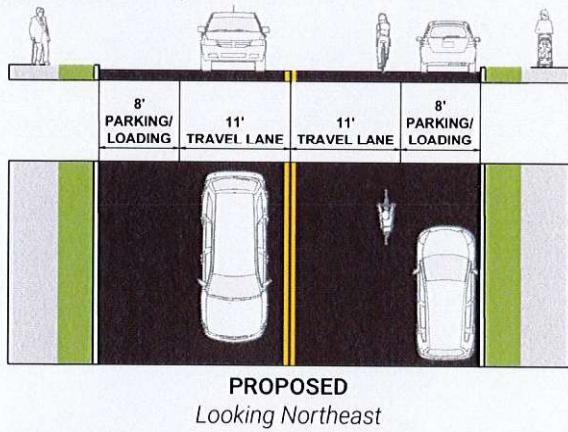


Basemap excerpted from a MnDOT traffic staging exhibit. For the most up-to-date info on highway construction closures, please visit www.dot.state.mn.us/d1/projects/twin-ports-interchange

Description

- Approaching from the southwest, this route turns southeast onto 22nd Ave, where travel lanes would be narrowed from 16 ft to 11 ft to make space for a two-way bike lane on the northeast side of the road.
- Route would include a two-way bike lane on the southeast side of Michigan St. Parking/loading lanes would be removed from both sides of the street.
- Route turns northwest onto 18th Ave, where one parking lane would be removed to make space for a two-way bike lane.
- People walking would use existing sidewalk or share bike lane anywhere sidewalk is absent or deficient.
- Route has 1 signalized intersection crossing, 5 uncontrolled intersection crossings, 1 stop-controlled intersection crossing, and 22 driveway crossings.
- Two thirds of the route is signed as a truck route.
- Route length is 4% longer than the existing Cross City Trail segment.

Typical Section



Advantages

- With Lower Michigan St closed, cross streets will only be used for local access. Consequently, less traffic will need to cross the bikeway than on the 1st St or Superior St route options.
- Because of reduced traffic on cross streets, reorienting stop signs to provide free-flow movement for trail may be relatively easy to implement.
- Route is closest to the existing trail alignment along Lower Michigan St.
- Reconfiguration would visually narrow roadway compared to times when existing parking lanes are partially or completely unoccupied.

Disadvantages

- All on-street parking (about 82 spaces) and loading zones would be removed from Michigan St between 21st Ave and 18th Ave.
- Closure of Lower Michigan St may shift some additional motor vehicle traffic to Michigan St, creating a less pleasant experience for trail users.
- Existing sidewalks are narrow and in poor condition at places, making the route less usable for people on foot or using mobility devices.
- Bike lane would either face frequent stop signs or require traffic control changes. These changes may be relatively simple to implement (see above).
- More driveway crossings than the 1st St and Superior St route options.



Looking southwest along the 1800 block of Michigan St. Image source: Toole Design